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Fronkfurt/Oder (0 53/V 63), Poznan (P 53/2 26), Kutno (0 53/0 89), Versav, Siedlee (R 53/L 38), Brest Litovsk (S 53/M 87) railroad line between 12 and 21 Harch 1950:

- Deaving Frankfurt/Oder on 12 March and erriving at Drest Litovsk on 21. Harch 1950 :
 - A train, coming from Magdeburg (M 53/Y 60), consisting of 20 rail-road cars occupied by Soviet dependents and 30 railroad cars load. ed with crated machinery. Then the train left Frankfurt/Oder, another train carrying 40 new, unnumbered three-axle trucks arrived from the east. (1)
- 2. Leaving Brest on 17 March and arriving in Frankfurt/Oder on 21 March 1950 :
 - A train carrying 15 new artillery tractors (four bogie wheels), escorbed by an officer and 20 soldiers, wearing red-bordered black epoulets, who belonged to a Brest Littysk artillery unit which frechently detached escerting personnel. Then the train left/Brest-Worth railroad station, three other trains, each with 45 empty heavy-duty flatcars had been assembled there (1). An engineer of the 65th Brig, stated that he ran a train of 40 boxcars, occupied by troops wearing red spaulets, from Brest to Frank-furt/Oder, where it arrived on 20 March 1950 and then continued to Eerlin (2).
- No fortifications or corresponding construction work were observed west of the Bug River, but permanent fortifications occupied by Soviet troops were observed along the eastern bank (3).

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Comment:

- (1) The trains running from Frankfurt/Oder to Breat and vice versa carried routine shipments of Soviet dependents and reparation goods from the Soviet Zone of Germany to the Soviet Union, and shipments of new motor vehicles and heavy-duty tractors from the Soviet Union to the Soviet Zone of Germany. The empty rolling stock in Brest may have been used for additional shipments of heavy-duty motor vehicles.
- (2) It appears possible that the troop train arriving in Frankfurt/
 Oder from Brest on 20 Harch 1950 may have carried a shipment of
 recruits (about 1,000 men). The arrival in Frankfurt/Oder of a
 train with recruits from Brest was reported by the same source
 on 4 February 1950 *.
- No other source have as yet reported on incoming trains exclusively occupied by recruits since early 1950.
- (3) The report on the Bug River fortifications agrees with previous observations.

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